

A. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix H of 14 CFR part 36, the limit is 80 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

$$EPNL(H) = 80 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

B. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix J of 14 CFR part 36, the limit is 77 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

$$SEL(J) = 77 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

C. For propeller-driven airplanes with a measured flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix F of 14 CFR part 36 without the performance correction defined in Sec. F35.201(c), the limit is 69 dB for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

$$LA_{\text{max}}(F) = 69 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

D. In the event that a flyover noise level is not available in accordance with Appendix F of 14 CFR part 36, the noise limit for propeller-driven airplanes with a takeoff noise level obtained in accordance with the measurement procedures prescribed in Appendix G is 74 dB or 77 dB, depending on 14 CFR part 36 amendment level, for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

$$LA_{\text{max}}(G) = 74 + 10\log(\# \text{ PAX seats}/2) \text{ dB for certifications obtained under 14 CFR part 36, Amendment 21 or earlier;}$$

$$LA_{\text{max}}(G) = 77 + 10\log(\# \text{ PAX seats}/2) \text{ dB for certifications obtained under 14 CFR part 36, Amendment 22 or later.}$$

[FAA-2003-14715, 70 FR 16092, Mar. 29, 2005]

PART 95—IFR ALTITUDES

SPECIAL FEDERAL AVIATION REGULATION NO. 97 [NOTE]

Subpart A—General

Sec.

95.1 Applicability.

95.3 Symbols.

Subpart B—Designated Mountainous Areas

95.11 General.

95.13 Eastern United States Mountainous Area.

95.15 Western United States Mountainous Area.

95.17 Alaska Mountainous Area.

95.19 Hawaii Mountainous Area.

95.21 Puerto Rico Mountainous Area.

Subpart C—En Route IFR Altitudes Over Particular Routes and Intersections

95.31 General.

Subpart D—Changeover Points

95.8001 General.

AUTHORITY: 49 U.S.C. 106(g), 40103, 40113, and 14 CFR 11.49(b)(2).

SPECIAL FEDERAL AVIATION REGULATION NO. 97

EDITORIAL NOTE: For the text of SFAR No. 97, see part 91 of this chapter.

Subpart A—General

§95.1 Applicability.

(a) This part prescribes altitudes governing the operation of aircraft under IFR on ATS routes, or other direct routes for which an MEA is designated in this part. In addition, it designates mountainous areas and changeover points.

(b) The MAA is the highest altitude on an ATS route, or other direct route for which an MEA is designated, at which adequate reception of VOR signals is assured.

(c) The MCA applies to the operation of an aircraft proceeding to a higher minimum en route altitude when crossing specified fixes.

(d) The MEA is the minimum en route IFR altitude on an ATS route, ATS route segment, or other direct route. The MEA applies to the entire

width of the ATS route, ATS route segment, or other direct route between fixes defining that route. Unless otherwise specified, an MEA prescribed for an off airway route or route segment applies to the airspace 4 nautical miles on each side of a direct course between the navigation fixes defining that route or route segment.

(e) The MOCA assures obstruction clearance on an ATS route, ATS route segment, or other direct route, and adequate reception of VOR navigation signals within 22 nautical miles of a VOR station used to define the route.

(f) The MRA applies to the operation of an aircraft over an intersection defined by ground-based navigation aids. The MRA is the lowest altitude at which the intersection can be determined using the ground-based navigation aids.

(g) The changeover point (COP) applies to operation of an aircraft along a Federal airway, jet route, or other direct route; for which an MEA is designated in this part. It is the point for transfer of the airborne navigation reference from the ground-based navigation aid behind the aircraft to the next appropriate ground-based navigation aid to ensure continuous reception of signals.

[Doc. No. FAA-2003-14698, 68 FR 16947, Apr. 8, 2003]

§95.3 Symbols.

For the purposes of this part—

- (a) *COP* means changeover point.
- (b) *L* means compass locator;
- (c) *LF/MF* means low frequency, medium frequency;
- (d) *LFR* means low frequency radio range;
- (e) *VOR-E* means VOR and distance measuring equipment; and
- (f) *Z* means a very high frequency location marker.

[Doc. No. 1580, 28 FR 6718, June 29, 1963, as amended by Amdt. 95-118, 29 FR 13166, Sept. 23, 1964]

Subpart B—Designated Mountainous Areas

§95.11 General.

The areas described in this subpart are designated mountainous areas.

[Doc. No. 1580, 28 FR 6718, June 29, 1963]

§95.13 Eastern United States Mountainous Area.

All of the following area excluding those portions specified in the exceptions.

- (a) *Area*.